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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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2. In regard to the information contained in para which states that the daily output of the Dimitrov plant in Cakovice dropped from nine trucks and five buses in 1948/1949 to three trucks and one bus in 1950 and which was considered "improbable" by the evaluator, statistics on the production of motor vehicles in Czechoslovakia based on publications of the technical press are as follows:

Motor Vehicle Production	1947	1948	1st Half 1949	1953 as Orig. Scheduled
Motor vehicle units including	8356	13211	14173	24000
Trucks and buses	5230	7300		14000
Sedans	9370	17800		30000

In 1951 it was decided to increase the output of trucks over the level established in the current Five Year plan. Since plans were simultaneously given up for the construction of a new factory, the increased production of trucks must be reached by a better utilization of available facilities. The capacity of existing aircraft plants is far above the present level of production and therefore it cannot be expected that sections of these aircraft plants, which have been converted to the production of motor vehicles, will reduce this production in favor of the manufacturer of aircraft.

3. Information that ball bearings are being manufactured at the Dimitrov plant in Cakovice was obtained from two refugees, who, unfortunately were unable to furnish details. Prior to the outbreak of the war, no roller bearings were manufactured at the Avia Plant in Cakovice. Whether a minor plant producing such bearings was transferred there during the war is not known. Production records covering the period up to

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1947 fail to indicate that roller bearings were being produced. During the year 1947 Czechoslovakia produced approximately one million ball bearings and planned to increase production by another half million units in 1948. The original Five-Year Plan called for a production of eight million units in 1953 after the improvement of the plant in Lisen and the opening of the new ball bearing plant in Kysucke Nove Mesto. When the original Five Year Plan was revised in the spring of 1951, the production target was raised to about ten million units.

4. The Czechs, to date, have met their requirements for ball bearings mainly by imports. Some data on the value of these imports are known from press reports. According to this information, Czechoslovakia, during the first ten months of 1950, imported ball bearings from Austria with a total value of \$1,000,000. On the basis of a Czech-Austrian trade agreement, Austria was to export to Czechoslovakia \$1,000,000 of ball bearings during the period October 1950-October 1951. According to a trade agreement concluded with Sweden, Czechoslovakia was to receive ball bearings valued at 5,000,000 Swedish Kronor in 1949 and 6,000,000 in 1950. No information is available on the value of ball bearings to be delivered by the Soviet Zone of Germany. However, Letter # 156 of the GDR Ministry for German Domestic Trade, Foreign Trade and Materials Supply, dated 16 January 1950, on commodities to be exported in 1950, contains under current No. 111 an item called "Ball bearings according to specifications and if possible". Since ball bearings is the only item on this list to be followed by the remark "if possible", it is not believed that sizeable quantities of ball bearings were exported from the Soviet Zone of Germany to Czechoslovakia.

5. Legal Czech imports of ball bearings appear to be supplemented, to a considerable degree, by imports flowing through illegal channels. Thus, for instance, it was reported in the Neue Zeitung, 30 April 1951, that U.S. military police confiscated an eleven ton shipment of ball bearings priced at 300,000 DM and consigned by a British firm to Czechoslovakia.

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